

China Mail.

Established February, 1845.

號五月六年八十八百八千一英

VOL. XLIV. No. 7749.

日六月五年子成

PRICE, \$2 PER MONTH.

HONGKONG, MONDAY, JUNE 25, 1888.

NOTICES TO CONSIGNEES.

SHIPPING.

STEAMERS.

FOR SINGAPORE, HAVRE AND HAMBURG, VIA SUEZ CANAL.
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL and BREMEN.)

The Steamship

Niobe, Captain E. G. P. DAWE, will be despatched for the above Ports on TUESDAY, the 26th Inst., at Noon.

For Freight or Passage, apply to SIEMSSSEN & Co., Agents.

Hongkong, June 16, 1888. 089

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.
The Co.'s Steamship

Diamond,

Capt. McCASLIN, will be despatched for the above Ports on TUESDAY, the 26th Inst., at 4 p.m.

For Freight or Passage, apply to RUSSELL & CO., General Managers.

Hongkong, June 23, 1888. 1031

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates for NINGPO, CHIEFOO, NINGHWA, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship

Orsetta, Capt. HUTCHISON, will be despatched as above on TUESDAY, the 26th Inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 18, 1888. 908

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship

Titan,

Capt. BROWN, will be despatched as above on TUESDAY, the 26th Inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 18, 1888. 908

GERMAN STEAMER ELSE, Captain M. JESEN, FROM HAMBURG AND SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

The Steamer is berthed at Kowloon, and Cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th Inst. will be subject to rot.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th Inst., at 4 p.m.

No Fire Insurance has been effected.

SIEMSSSEN & Co., Agents.

Hongkong, June 19, 1888. 1068

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Belgrave Brook*, Captain BURGESS, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

The Steamer is berthed at Kowloon, and Cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to SHANGHAI, unless notice to the contrary be given before NOON To-DAY, the 21st Inst.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th Instant, or they will not be recognized.

Should the Resolution be confirmed a further Resolution will be proposed at the same Meeting.

That the Board of Directors for the time being and the Secretary in accordance with the provisions in the Articles of the said Company be appointed Liquidators, for the purpose of such winding up.

Orders are solicited for this Choice Tea, which will be forwarded by First Steamer, on receipt of instructions.

Hongkong, June 25, 1888. 1039

NOTICE TO CONSIGNEES.

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY General MEETING of THE CHINESE INSURANCE COMPANY, LIMITED, will be held at the CITY HALL, Victoria, Hongkong, on TUESDAY, the 3rd day of July, 1888, at 2.30 o'clock in the Afternoon, when the subjoined Resolution, which was passed at the Extraordinary Meeting of the Company, held on the 18th day of June, 1888, will be submitted for Confirmation as a Special Resolution.

That the Company be wound up voluntarily in accordance with the Company's Articles of Association and under the provisions of the Companies' Ordinance 1865 to 1886.

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To-day's Advertisements.

WOODYEAR'S ROYAL
AUSTRALIAN CIRCUS,
ESTABLISHED IN AUSTRALIA IN 1869.

FAME'S TENTED TEMPLE OF MODERN
CIRCUS WONDERS.

STUPENDOUS MUSEUM OF HUMAN
MYSTERIES.

THE DARING AND FEARLESS
SIX HORSE ACT,
(Barebacked.)

MARVELLOUS MONKEY EQUESTRIAN
who performs with all the agility
of a human being.

THE CLOWNS THAT ARE CLOWNS
THE BEAU IDEAL OF EQUESTRIANS,
(MALE AND FEMALE).

THE GREATEST JUMPING PONY
IN THE WORLD.

A COMPLETE TRIO OF JAPANESE
(Seven in Number).

These Artists are the Elite of their Profession.

THE LOVELY TRAINED PIGEONS.

THE AUSTRALIAN BUCKJUMPING
PONY.

The whole forming the most complete or-
ganization now travelling the East.

OUR HANDSOME PAVILLION, COM-
FORTABLY SEALED AND BRIL-
LIANTLY ILLUMINATED.

OPENING NIGHT
TO-MORROW (TUESDAY),
the 26th June, 1888.

Private Boxes and Single Seats may be
reserved at Messrs. KELLY & WALSH, LTD.

PRICES OF ADMISSION.

Private Boxes containing Six Chairs \$12.00
Dress Circle Chairs 2.00

Stalls (Carpeted Seats) 1.00
Pit 50

Children under 12 years of age Half-
price to all parts of the Circus.

Naval and Military under the rank of an
Officer, Half-price to all parts excepting
Private Boxes.

ROB. LOVE,
General Agent.

Hongkong, June 25, 1888. 1041

THEATRE ROYAL,

CITY HALL.

ANNOUNCEMENT!

On account of the Concert to take place
on THURSDAY NEXT at the 'LUSITANO
CLUB' for the Benefit of the SUFFERERS
at the BURNING of the THEATRE in Oporto,
this Company will only give TWO PER-
FORMANCES this week, the first to take
place on

WEDNESDAY EVENING,
the 27th June, 1888.

WASH NORTON'S FAMOUS
WORLD OF WONDERS.

Acknowledged by the Press and Public to
be the best Entertainment that ever
visited the East.

ENTIRE CHANGE OF PROGRAMME:
MORE NOVELTIES.

ACHMED ALI BEY,
For the First Time in
M O D E R N M A G I C O,
Assisted by his BROTHER ALFRED.

THE GREAT AND ONLY
H A R R E V Y B R O T H E R S,
THE KING LAUGH-MAKERS,
In New Specialties.

First Production in the East of
PROFESSOR ROBERT JENSEN'S
Latest and Greatest Parisian, London, and
New York Sensation!

G A L A T E A,
A New and most Marvelous Illusion Illus-
trating the Wonderful Progress of
Modern Times.

For the First Time
WASH NORTON'S LAUGHABLE FARCE
T H E C O M I N G M A N.

THE BEST PROGRAMME OF THE SEASON!

Prices of Admission:
Dress Circle and Stalls \$2.00.
Pit \$1.00.

Seats can be reserved at Messrs. KELLY
& WALSH, LTD.

Doors Open at 8.30 P.M.
Performance Commences at 9 o'clock.

CHAS. DERMER,
General Agent.

Hongkong, June 25, 1888. 1042

PRAYA EXTENSION.

THE HOLDERS OF MARINE LOTS
within the LIMITS of the proposed

PRAYA EXTENSION, and the ATTORNEYS
and AGENTS of the ABSENT OWNERS are

requested to MEET Mr. C. P. CHATER

at 3 p.m. on TUESDAY, the 3rd July

proximo, to consider the Report, Plans and

Estimates for the Work prepared by the

Government, in accordance with the Reso-

lution passed at the Meeting held on

the 26th day of November last, and to deter-

mine on the action to be taken on the

report and estimate.

Hongkong, June 25, 1888. 1044

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship Japan having arrived
from the above Ports, Consignees
of Cargo are hereby informed that their
Goods are being landed at their risk into
the HONGKONG and KOWLOON WHARF AND
GOWON COMPANY'S Godowns, at Kowloon,
whence delivery may be obtained.

Cargo remaining undelivered after 1st
July will be subject to rent. No Fire
Insurance has been effected.

Consignees are hereby informed, that
all Claims must be made immediately, as
none will be entertained after the 30th
Instant.

Bills of Lading will be countersigned by

DAVID SASOON, SONS & CO.,
Agents.

Hongkong, June 25, 1888. 1045

To-day's Advertisements.

Lusitano Club.

CONCERT in aid of the SUFFERERS
through the BURNING of the THEA-
TRE BAUET at Oporto.

Assisted by LADIES and GENTLEMEN
AMATEURS directed by
MAESTRO GATTANEO.

THURSDAY,
28th Instant, at 9 p.m.

FIRST PART.

Overture.

Band of the Regiment 'Northamptonshire.'

1.—Trio and Coro

Preghiera di Maria in Egito—Rossini.

Mr. Fraser-Smith, Miss Stoopni, Mr. Grace,
and Coro.

2.—S o Basso—I fear no foe—Pinsuti.

W. E. Crow.

3.—Solo Soprano—Sognat—Schirra.

Sra. Ignez d'Almada e Castro.

4.—Solo piano Op. 82 de Ascher.

Sra. Carolina Souza.

5.—Solo Soprano—
My little darling—Gomes.

Miss Withers.

6.—Duetto Tenor and Baritone—Do you
remember—Campana.

Misses Withers and Grace.

7.—Solo Soprano—Carioca e Barbeiro—
Rossini.

Sra. Maria Guedes

8.—Solo Baritone—Golden land—Mattei.

Mr. Grace.

9.—Solo Tenor—La Serenata—Schubert.

Mr. Robinson.

10.—Solo Baritone—That will return no
more—Mattei.

Mr. Scott.

11.—Solo Soprano—Cora—Manzoni—Paladini.

Mrs. Humphreys o Coro.

SECOND PART.

Overture.

Band of the Regiment 'Northamptonshire.'

1.—Trio and Coro

Sra. Maria Guedes.

2.—Solo Tenor—La Serenata—Schubert.

Mr. Robinson.

3.—Solo Soprano—Children's Home—Cowen.

Mrs. Fraser-Smith.

4.—Solo piano—La Feudale
(Carillon)—Fumagalli.

Sra. Carolina Souza.

5.—Solo contralto—La Serenata da Braga—
Violin accompaniment

Miss Stoopni.

6.—Duetto Soprano and Baritone—The
Fisherfolk—Gubassi.

Sra. Maria Guedes, and Mr. Scott.

7.—Solo Soprano—Waiting—Millard.

Mr. Humphreys.

8.—Solo Tenor—Because—Cowen.

Mr. Thomasset.

9.—Duetto—Guillaume Tell—Rummel.

Sra. Carolina Souza and Mr. G. Recula.

10.—Trio—Soprano, Basso, Baritone, with
Cora—Finale—Finale—Denza.

Miss Withers, Misses Grace and N. N.

Tickets to be had only at the offices of the
Lusitano Club, where a p will be on view from
10 o'clock on Wednesday till the night of
the Concert, in charge of Mr. Douro Orio-
rio, and tickets no less than one dollar each.

Hongkong, June 25, 1888. 1043

THE SCOTTISH ORIENTAL STEAM-
SHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK

The Company's Steamship
Phra Chula (King Klao)

Captain A. Bessos, will
be despatched for the
above Ports on WEDNESDAY, the 27th
Inst., at Noon.

For Freight or Passage, apply to

YUEN FAT HONG,
Agents.

Hongkong, June 25, 1888. 1040

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Crew & Passengers at through rates
for NINGPO, CHEFOO, NEW
CHIANG, TIENSIN, HANKOW and
Ports on the YANGTZE.)

The Co.'s Steamship
Ariosto.

Captain A. Bessos, will
be despatched as above, on
MONDAY, the 2nd July.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 25, 1888. 1045

SHARE LIST.—QUOTATIONS.

Stocks. Nos. of
Shares. Fwd.
Paid up. POSITION PER
Share. LAST REPORT.
Balance, f/s.

LAKES. \$ 125 all \$ 3,000.00

North China Insurance Co., Ltd. 5,000,000
200,000 \$ 25 all 50.00

China Insurance Co., Ltd. 10,000,000
250,000 \$ 25 all 675,000

Canton Insurance Co., Ltd. 10,000,000
250,000 \$ 25 all 640,000

Chinese Insurance Co., Limited 1,500,000
300,000 \$ 25 all 230,000

China Fire Insurance Co., Ltd. 20,000,000
500,000 \$ 10 all 1,272,500

Singapore Fire Insurance Co., Ltd. 40,000,000
1,000,000 \$ 10 all 650,000

The Straits Fire Insurance Co., Ltd. 20,000,000
500,000 \$ 10 all 1,021,480

The Straits Insurance Co., Ltd. 30,000,000
1,000,000 \$ 25 all 200,000

SHIPPING.

ARRIVALS.

June 24, 1888.

Foobang, British steamer, from Whampoa.

Kwang Lee, Chinese steamer, from Whampoa.

Alvina, German steamer, 400, Sam

WOODYEAR'S Circus is to open to-morrow night. The advertisement, which will be found in another column, will give a general idea of the many novelties and wonders that are to be seen. The troupe is very highly spoken of, and we have no doubt will soon earn popularity in Hongkong. The tent that has been erected at Bowrington has been specially arranged so as to afford the utmost comfort at this season of the year, and are has been taken to avoid all possibility of the spectators nearest the ring being besprinkled with saw-dust, about which complaints have often been made with regard to other similar shows. We trust there will be a crowded tent to-morrow night.

The Foochow Echo of 16th instant says:—
The S.S. *Krisow* with 3,746,398 lbs. of new season tea, passed Sharp Peak on Thursday last at 12.52 p.m. and her rate of freight is £2 per ton of 40 cubic feet. [We may add that the *Krisow* did the run from Foochow to Singapore in 63 days.]

The Singapore Free Press of 18th instant says:—
Captain Nied of the *S.S. Bay Wharf*,

which arrived from Pau-tauk yesterday, reports having passed at eight o'clock on the morning of the 17th instant, a 1,122-ton steamer piled up on the rocks, heading to the eastward two miles, S.W. N.W. from the Po-ti-ling Roof and S.E. E. from the Horsburgh Light. The steamer had two masts with lower, double topsail and top-gallant yards and a blue stripe on a black funnel. The *Bay Wharf* soon learnt her design and the signal H. V. E. was required assistance and steamed dead slow for twenty minutes. Receiving no answer, she came on to Singapore. We have since learnt that the vessel is probably the French steamer *Tancarville*, which arrived here on Saturday morning from Haiphong with a cargo of patent fuel for Saigon. She left here about half-past five on Saturday evening for her destination and answers to the description given by Captain Nied. Captain Blair of the Tan-jing Pagor Dock Company has gone to the scene of the wreck in the steam-tug *Bangkok*. Our contemporary writes next day:—The French steamer *Tancarville* which went ashore Sunday morning close to the Po-ti-ling Roof floated yesterday afternoon after jettisoning a quantity of patent fuel. It is not expected that the vessel has received any injury at the rock on which she grounded is of yielding sand. The Tan-jing Pagor Dock Company's *Tan-jing* offered assistance, which was at first declined, but the French commander afterwards requested the *Tan-jing* to stand by until high tide, when, if the vessel did not float, he would engage the *Tan-jing* services. The steamer came off the ground shortly before high water, and when the *Bangkok* left her at 3 p.m. she was anchored to clear the stern, which had got round the propeller when the engine was put astern. The *Tancarville* was some distance from the rocks and with the wind from the southward could not be said to be in any danger.

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he of opinion that the whole of the work should be done at the public expense for the public profit; and his view, His Excellency thinks, will be rendered the more probable in proportion to the difficulty of coming to terms with those to whom so great a concession is offered. Indeed, thinking for himself and without reference to the opinion which may be formed by Her Majesty's Government, with whom rests the ultimate decision. His Excellency does not regard universal concurrence in the solution on the part of the lot-owners so important as to outweigh the advantage to be gained by the public in carrying out at its own cost the reclamation in front of the lots of the dissentients.

In this connection, with a view to obviate wrong inferences in the future, His Excellency desires it to be understood that if this scheme is sanctioned on the terms proposed, the Marine Lot-holders will obtain the reclamations in front of their lots, not as a matter of right, but simply as a privilege the concession of which happens to be convenient. The foreshore belongs to the Crown; and to the Crown alone belongs the right of reclamation and of ownership in the land reclaimed, the only obligation attaching to the latter being that of compensating the frontage owner for the difference, if any, between the value of his Marine Lot and the value of the same land converted into an Inland Lot by the reclamation in front of it.

As the Governor is anxious to lost no time in transmitting the plans, estimates and other papers connected with this project to the Secretary of State for the Colonies and to the Foreign Customs, there will be no result. Neither the English nor my other manufacturer, neither the Hongkong importers, nor any one else, will benefit one iota by this.

Why? Because the XXVIIIth Article of the Treaty of Tientsin has been agreed to remain, and does remain, a dead letter.

A British subject cannot convey his good inland on payment of a single charge which shall exempt the goods from all further inland charges whatsoever, as he is entitled to do by Treaty. On the contrary, owing to exorbitant and arbitrary inland charges he cannot convey his goods inland at all; and he is no better off as regards bringing down produce bought by him for exportation.

Let this important matter be rectified, and then, but not till then, we shall see a real increase of foreign and local trade to the benefit of all concerned.

As to the foreign merchant who endeavours to establish himself at these ports. Notwithstanding the slur conveyed in the *Daily Press* article, it seems that his presence has been of service at times.

First, to Shipping and Import trade.

I am, Sir, Your truly,
C. P. CHATER,
Hongkong, 23rd June, 1888.

COLONIAL SECRETARY'S OFFICE, 23rd June, 1888.

Sir,—Referring to previous correspondence on the subject of the proposed Praya reclamation, I have the honour, by direction of the Governor, to apprise you, for the information of the Marine Lot-owners concerned, that the preliminary surveys of the foreshores and seabed undertaken by their desire, have now been completed, and the plans and estimates connected therewith are herewith enclosed.

The prolonged rainy weather during the beginning of the year, and the necessarily laborious nature of the investigations rendered it impracticable to complete these surveys at an earlier date.

In accordance with the desire of many of the lot-owners, the survey has been divided into seven sections, which, owing to differences in the depth of water and in the configuration of the present frontage, shew corresponding differences in the expense of the reclamations relatively to the areas of land reclaimed.

This discrepancy is, however, to a certain extent neutralised by the fact that, speaking generally, the reclamation will be most costly where the foreshore is flat, and estimates connected therewith are herewith enclosed.

The estimate of the cost of reclaiming the several sections, exclusive of each case of the Government reclamation, is as follows:—

Section 1.....	\$374,232
2.....	318,554
3.....	345,233
4.....	153,044
5.....	270,690
6.....	449,315
7.....	251,860
Total.....	1,140,544
Total values.....	82,146,228

I am, however, to point out that these estimates of cost are to be taken as only approximate. They will be subject to revision when the competitive tenders are received for the contracts; and they may also require to be modified in accordance with whatever directions Her Majesty's Government may give in respect of the contemplated works, in the event of their being carried out.

As to the shipping and landing facilities of the port would be too seriously obstructed by the commencement of the reclamation, the Editor of the *Daily Press* next besets foreign firms who have not found better opportunities of establishing themselves in these parts. However,—says the Editor.

The experience thus gained will not be without its profit if it prevents the formation of similar extravagant ideas in connection with ports that may be opened in future.

This article concludes by stating that there would be a large increase of trade, conducted on the spot by Chinese, but, being held by Hongkong import firms and the English manufacturer, admits of no doubt.

The *Daily Press* describes Mr Hopkins' opinion as being most "extraordinary," but if the Editor had looked through the Customs Reports on the Trade of Palkhoo for 1887, he might have satisfied himself that it is neither extraordinary nor original.

In his report for 1888, Mr. W. C. Murray says:—

"The seven years which have elapsed since Palkhoo was made a port, ought to be a sufficient time to allow a comparison being made as to the advancement of trade and gain to the port by the admission of steamers to these waters; but as no reliable statistics are obtainable respecting the extent of the trade prior to 1877, the enquirer must accept the statements and opinion of merchants established here on the port, that the increase in the trade, though not so great, is in reality far greater than the increase in the volume of trade."

With a view to carry out that part of the general scheme which consists of the widening of the present Praya roadway, His Excellency finds that it will be necessary to re-open that from the Kowloon Wharf and Goldown Company, Limited, portion of the reclamation conceded to them in 1886 before the question of a continuous reclamation was mooted; and as this necessity has arisen only in connection with the present scheme, His Excellency is of opinion that the cost, involving a sum of \$104,000, should be added to the general cost of the work, and borne proportionately by the different owners of the foreshore, the Government included. The amount of the officials are friendly to me and my work."

The Birmingham Post has an article which is supposed to be from the pen of Mr Chamberlain—sketching the future Irish policy to be adopted by those who uphold the legislative union between the three kingdoms, and especially by Unionists who are Liberals. The Irish problem, it says, is laid aside for the time, but it remains unsolved, it will reappear, and it must be faced and dealt with on conditions at once safe for the Empire, and just and even generous for Ireland itself. The Post indicates as follows the main lines of the policy put forward for consideration:—1. Extensive public works (drainage, river improvements, fisheries, and railways), provided or aided by the Imperial Exchequer; 2. a measure of land purchase based upon Irish credit, and conducted and administered by Irish authorities; 3. reform of executive administration and of municipal government; and 4. the establishment of Provincial Councils with defined local legislative powers. It adds:—The details of the scheme in its several branches must be filled in at a later period. For the present we venture to commend the proposal to consideration and criticism on behalf of Liberals who uphold the effective union of the three kingdoms, and as one which, with due modifications, may in time be made applicable not to Ireland only but to other parts of the United Kingdom.

His Excellency notices that, making a liberal allowance for the cost of the work to be done, the private lot-owners will be charged an estimated sum of \$2,154,228, in return for which they will receive for their private use and ownership twenty-six and one-fifth acres of building sites (charged on a yearly basis of £800 per acre), which according to the present market price of land means an estimated total value of \$7,910,821, in other words, that they will reap an estimated profit of \$5,764,593. This estimate, however, is based on the present value of frontage land, and would probably require to be increased if the fact were taken into account that there would be deep water along the whole of the new frontage, thus rendering the land upon it free of the unwholesome exhalations which proceed from the present foreshore, and also saving great expense in lightening and in the cost of wharves by affording free access to vessels and boats.

But however this may be, as the profit is likely in any case to be far larger than would be the compensation awarded by arbitrators to the existing owners of frontage for the loss of that frontage and the conversion of their marine lots into inland lots, His Excellency deems it possible that Her Majesty's Government may

against Taels 1,704,254 for 1886, and prima facie this appears to be very satisfactory as showing a favourable impetus to trade; but bearing in mind that the new lekin Reg. in due course, began to come fully into force in 1887, and that in consequence of the carrying of a good deal of opium and other imports was transferred from junks to steamers, and the cognizance of such goods from the Native to the Foreign Customs—these figures cannot be accepted as shewing either an actual increase of the import trade or otherwise.

The only advantage gained to the present by the opening up of Hainan and Palkhoo as Treaty ports is the employment of four small steamers which carry what cargo there is to and fro in place of junks, viz., *Anton*, German steamer, 400 tons; *Choo*, British steamer, 365 tons; *Choo*, British steamer, 327 tons. The three first steamers are chartered by Chinese at about \$2,200 per month each. The latter (which is said to be owned by Hongkong Chinese) is to be owned by Hongkong Chinese.

Plaintiff said the defendant had offered to give plaintiff two months' pay and his passage ticket to England, or \$550 down.

Mr. Webber said the plaintiff would take \$633.

His Lordship suggested that an attempt should be made to settle the case privately and said he would adjourn it for half an hour to give them an opportunity of doing so.

The attempt at a settlement not being successful, the case was proceeded with.

William Warwick, the plaintiff, said:—Up to 28th May last I was employed by the Tai Yu Shan Mining Company. I had completed my contract except two months when I was dismissed. This was on 28th May. Mr. Candler had, however, previously taken fault with me on 28th May. Mr. Candler asked what I had been telling Turner. I told him I did not know what he was telling him. He said he knew all about it. He said I "deserve you instantly." I asked him to give me a note to that effect, which he did afterwards. He said I had disgraced a secret that he had told me. I said I did not know what the secret was. He did not tell me what it was. Some time in May Mr. Candler told me that Mr. Turner was going away. He said Mr. Turner was incompetent and he would have to get another man. Mr. Candler said I need not tell Mr. Turner. I did not tell Mr. Turner. He had told me himself previous to that he was going away. That was some ten or twelve days before this. Mr. Candler has never entrusted me with secrets connected with the mine. He asked me to show a Chinese visitor round once, and I asked him if he wanted me to tell him more than the truth. The reason I asked the question was because he always gave glowing accounts of the productiveness of the mine with which I did not agree. I have never disobeyed Mr. Candler's orders, nor divulged any secret in connection with the mine. Mr. Jones came to board with me by order of Mr. Candler. Mr. Jones said Mr. Candler had told him to board with me and that the company would pay for it. There was no arrangement as to what I was to be paid. I charged \$1.50 per day. I received \$64 from Mr. Ho Amei for Mr. Jones's board.

Let this important matter be rectified, and then, but not till then, we shall see a real increase of foreign and local trade to the benefit of all concerned.

As to the foreign merchant who endeavours to establish himself at these ports. Notwithstanding the slur conveyed in the *Daily Press* article, it seems that his presence has been of service at times.

First, to Shipping and Import trade.

I am, Sir, Your truly,
C. P. CHATER.

Hongkong, 23rd June, 1888.

THE PRAYA RECLAMATION SCHEME.

To the Editor of the "CHINA MAIL."

Sir,—For the information of the Marine Lot-owners and the public generally, I shall be glad if you will kindly find space in your next issue for the enclosed letter from the Hongkong Government on the subject of the proposed Praya Reclamation.

I am, Sir, Your truly,
C. P. CHATER.

Hongkong, 23rd June, 1888.

COLONIAL SECRETARY'S OFFICE,

23rd June, 1888.

Sir,—Referring to previous correspondence on the subject of the proposed Praya reclamation, I have the honour, by direction of the Governor, to apprise you, for the information of the Marine Lot-owners concerned, that the preliminary surveys of the foreshores and seabed undertaken by their desire, have now been completed, and the plans and estimates connected therewith are herewith enclosed.

As to the shipping and landing facilities of the port would be too seriously obstructed by the commencement of the reclamation, the Editor of the *Daily Press* next besets foreign firms who have not found better opportunities of establishing themselves in these parts. However,—says the Editor.

The experience thus gained will not be without its profit if it prevents the formation of similar extravagant ideas in connection with ports that may be opened in future.

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Mails.



STEAM FOR
SINGAPORE, PENANG,
ADEN, PORT SAID, MANTA,
GIBRALTAR, BHINDISI, PLYMOUTH,
AND LONDON;

ALSO,
MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, TRIESTE,
HAMBURG, NEW YORK AND
BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY's Steamship
NEPUL, Captain S. F. COLE, with
Her Majesty's Mail, will be despatched
from LONDON direct, via SUEZ
CANAL and usual Ports of Call, on
SATURDAY, 30th June, at Noon.
Cargo will be received on board until
4 p.m.

Parcels and Specie (Gold) at the Office
until 4 p.m. on the day before sailing.
For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVIGATION
COMPANY's Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.

Shippers are particularly requested to
note the terms and conditions of the
Company's Blank Bills of Lading.

Passengers desirous of insuring their
baggage can do so by application at the
Company's Office.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, June 19, 1888. 1007

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY
OF PEKING will be despatched
for San Francisco via Yokohama on
SATURDAY, the 30th instant, at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railway, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

First-class Passage granted as follows—

To San Francisco ... \$200.00

To San Francisco and return, ... 350.00

available for 6 months ... 325.00

To London ... 320.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers who have paid full fare, re-
embarking at San Francisco, for China or
Japan (or vice versa) within one year will be
allowed a discount of 10 %. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Comular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 504, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, June 9, 1888. 1027

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship ARAIC will be
despatched from San Francisco, via
Yokohama, on TUESDAY, the 10th July,
at 3 p.m.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

First-class Passage granted as follows—

To San Francisco ... \$200.00

To San Francisco and return, ... 350.00

To Liverpool ... 325.00

To London ... 320.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
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For further information as to Freight
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Company, No. 504, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, June 21, 1888. 1021

Mails.

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA, ANTWERP,
BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON, 30th June, at Noon.
Cargo will be received on board until
4 p.m.

Parcels and Specie (Gold) at the Office
until 4 p.m. on the day before sailing.

For further Particulars, apply to the
PENINSULAR AND ORIENTAL STEAM NAVIGATION
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Shippers are particularly requested to
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Company's Blank Bills of Lading.

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E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, June 19, 1888. 1007

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
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THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION
COMPANY'S Steamship NEPUL, Captain S. F. COLE, with
Her Majesty's Mail, will be despatched
from LONDON direct, via SUEZ
CANAL and usual Ports of Call, on
SATURDAY, 30th June, at Noon.
Cargo will be received on board until
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